



3 March 2025

United Contract Negotiations Update

Dear Sisters and Brothers,

Your IAM District 141 negotiating team and United Airlines management continued contract negotiations last week in Orlando, Florida, for seven different contracts. The Fleet Technical Instructor and Related (FTI) sub-committee joined us to work on their contract proposals.

During discussions regarding FTI issues, we made progress on Article 4 proposals submitted by our members from that classification. The issues we addressed included limits on working past midnight before vacation, reserve release time, rest period notification, AUTO, overtime, and monthly and daily scheduling. We also discussed and worked on EPI/FTI scheduling issues at the DENFTC.

The session also focused on Article 4 language for the Passenger Service and Fleet contracts. While we continued making progress on key issues for our members - such as shift bidding, part-time meal periods, and increasing flexibility in trade language to align with industry standards - we have not yet reached agreements that we feel meet the needs of our membership.

It is crucial for all our members to understand that there is no definitive meal period window for part-time employees in these two classifications. More importantly, there is no penalty when these employees - who make up 45-50% of our membership - are not provided a meal break at all. In 2025, failing to guarantee a defined meal period or compensation when one is not provided is unacceptable, especially when the company we work for continues to generate billions of dollars in profit year after year.

We will return to the negotiating table the week of March 10, 2025, when the subcommittees from the Maintenance Instructors and Central Load Planner contracts will join us.

In Solidarity,

Michael G Klemm

President and Directing General Chair, District 141,
International Association of Machinists
and Aerospace Workers

Your Negotiating Committee

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